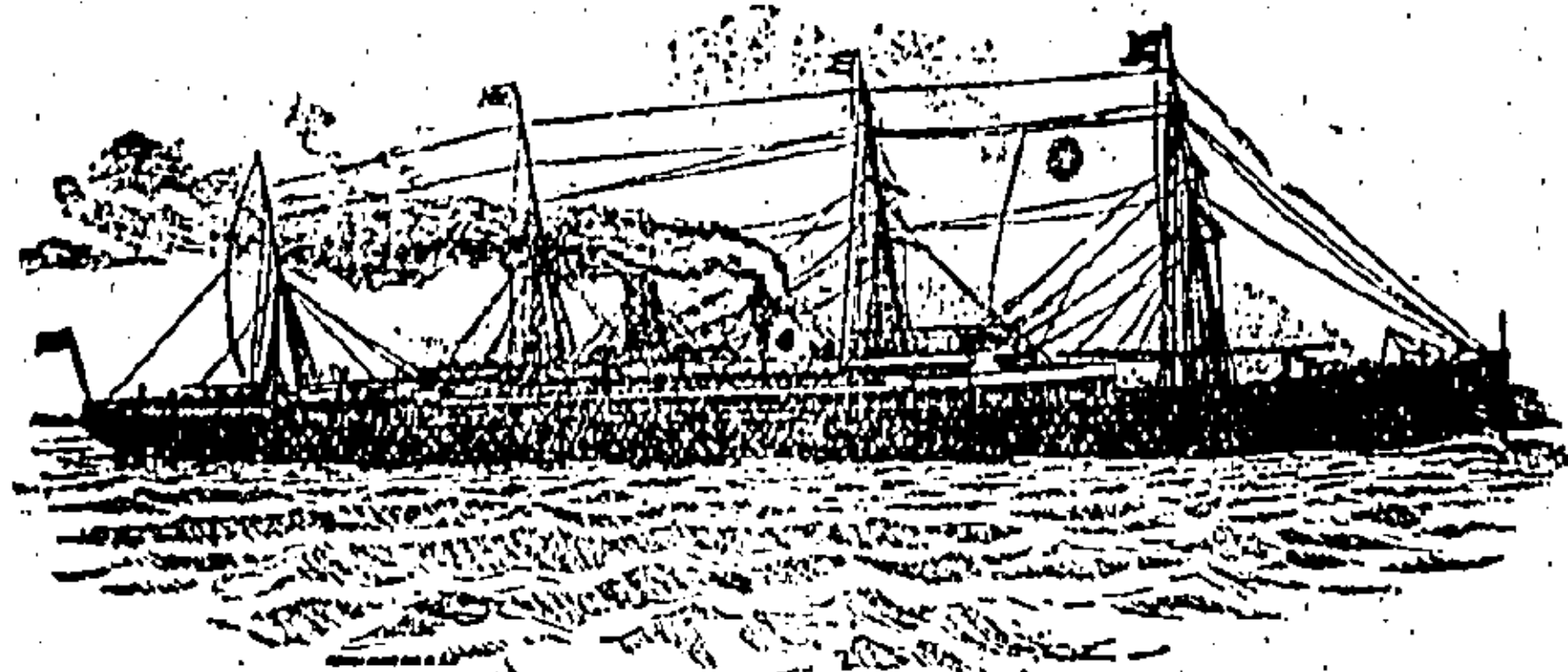






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

SHIP	CLASS	DEPARTURE
"HONGKONG MARU"	6,307 Gross Tons	SATURDAY, 9th January, at Noon.
"ALGOA"	7,574 "	THURSDAY, 14th January.
"CHINA"	5,060 "	WEDNESDAY, 20th January, at Daylight.
"DORIC"	4,784 "	FRIDAY, 29th January, at Noon.
"NIPPON MARU"	6,307 "	SATURDAY, 6th February, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 13th February, at Noon.
"COPTIC"	4,352 "	TUESDAY, 23rd February, at Noon.
"AMERICA MARU"	6,307 "	WEDNESDAY, 2nd March, at Noon.
"KOREA"	11,276 "	THURSDAY, 10th March, at Noon.
"GAELIC"	4,205 "	SATURDAY, 19th March, at Noon.

\* Via MACAO.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

"THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail-Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

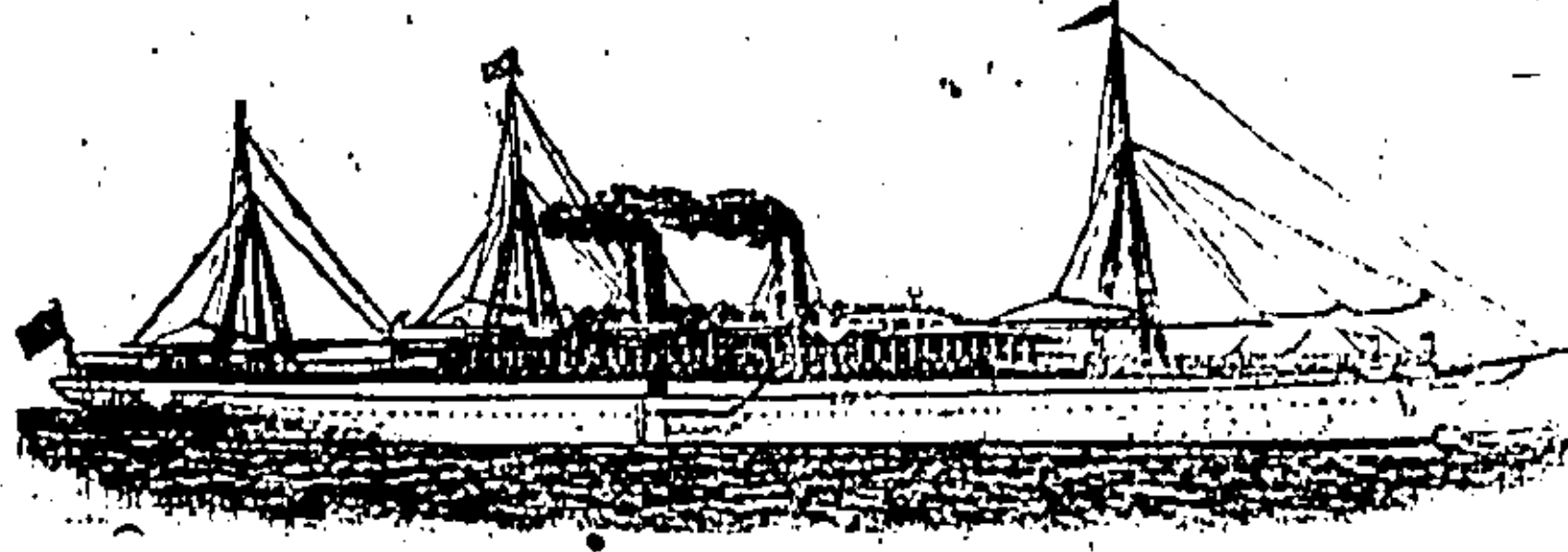
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Buildings.

J. STUART THOMSON, Acting Agent.

Hongkong, 6th January, 1904.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed to Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 13th January.

"ATHENIAN" ... 3,882 " ... WEDNESDAY, 27th January.

"EMPRESS OF INDIA" ... 6,000 " ... WEDNESDAY, 10th February.

"TARTAR" ... 4,425 " ... WEDNESDAY, 24th February.

"EMPRESS OF JAPAN" ... 6,000 " ... WEDNESDAY, 5th March.

Hongkong to London, 1st Class ... £40. Via St. Lawrence £60. Via New York £62.

Steamers, and 1st Class Rail ... £40. ... £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous

INLAND-SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to

D. E. BROWN, General Agent,

9, Pedder Street.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SAVOIA	ROTTERDAM and HAMBURG.	10th January.	Freight and Passengers.
Kirchner	(Calling at SINGAPORE and COLOMBO).		
AMERICA	HAVRE and HAMBURG.	15th January.	Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO).		
WURZBURG	HAVRE, BREMEN and HAMBURG.	30th January.	Freight and Passengers.
Blitz	(Calling at SINGAPORE and PENANG).		
ALESIA	HAVRE and HAMBURG.	6th February.	Freight.
Schoenfeldt	(Calling at SINGAPORE and COLOMBO).		
SITHONIA	HAVRE and HAMBURG.	23rd Feb.	Freight.
Hildebrandt	(Calling at SINGAPORE and PENANG).		
BAMBERG	HAVRE and HAMBURG.	8th March.	Freight.
Miltzoff	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 4th January, 1904.

GO TO THE  
**KOWLOON HOTEL,**  
J. W. OSBORNE,  
KOWLOON, Proprietor and Manager.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAN,"	2,361 tons,	Captain H. D. Jones.
"POWAN,"	2,333 "	C. F. Morrison, R.N.R.
"FATSHAN,"	2,360 "	A. W. Dixon.
"HAN KOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	2,860 "	J. J. Lussius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNG HAN,"	1,998 tons,	Captain W. E. Clarke.
-------------------	-------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. ? Sunday

Do. from Macao to Hongkong daily at 8 A.M. ? excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,19 tons,	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons,	Captain B. Branch.
"NANNING,"	569 "	C. Burchart.
"FAK HING,"	618 "	K. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903.

## JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUBBEL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS via MACASSAR.	January 5th	SHANGHAI and JAPAN.	January 9th
TJILATJAP	Do.	First half of February	Do.	First half of February
TJIMAH	Kobe and YAMAHA.	First half of January	SPORE, JAVA PORTS and MACASSAR.	First half of January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,  
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,  
Hongkong, 28th December 1903.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,  
VIENNA.

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to  
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,  
CONNAUGHT HOUSE.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

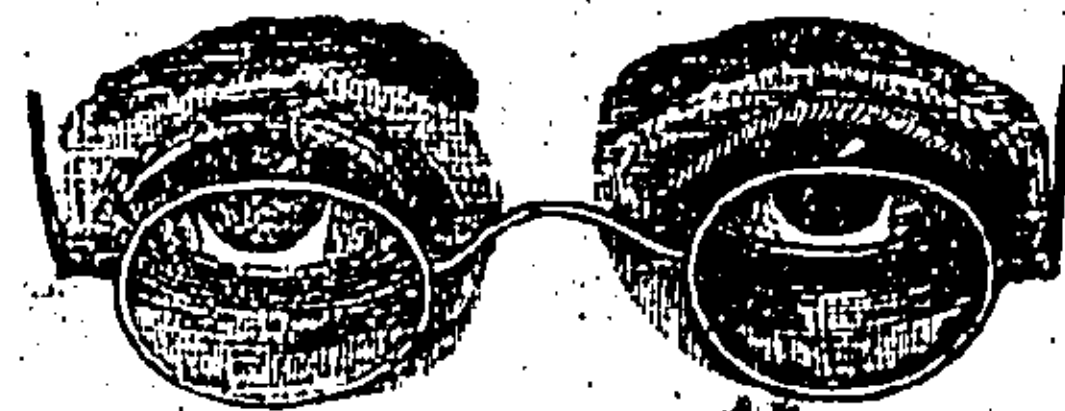
Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[44]

CHINA PROVIDENT LOAN AND  
MORTGAGE CO., LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the OFFICES of the Company, 14, Des Vaux Road, on SATURDAY, 16th January, 1904, at 11 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1903, declaring a Dividend and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 13th January, 1904, to SATURDAY, the 16th January, 1904, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 4th January, 1904.

HONGKONG AND CHINA GAS  
COMPANY, LIMITED.

THE above Company beg to inform their Customers that every Inspector, on reading a meter for the monthly account, should leave a slip with the consumer denoting the index he records.

The Company earnestly hope that Customers will at once Check the Figures with the meter index for themselves and report any error, or failure to leave the notification of the reading, at once to the undersigned.

GEORGE CURRY,  
Local Secretary.

Hongkong, 4th January, 1904.

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that, 15-Pr. B. L. GUN PRACTICE will be carried out from close to the 3rd Mile Stone under Mount Davis in a South-Westerly direction at ranges from 800 to 1,800 yards.

Practice will commence at 4 P.M. on Saturday, January 9th, if the range is clear.

By Command,

A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 4th January, 1904.

## NOTICE.

THE Date of CLOSING OF ENTRIES for the FORTHCOMING RACES has been POSTPONED from the 9th JANUARY to SATURDAY, 16th.

By Order,

T. F. HOUGH,  
Clerk of the Course.

Hongkong, 29th December, 1903.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR  
AND GENERAL COMMISSION AGENTS.

16, DES VEAUX ROAD CENTRAL,  
HONGKONG.

SOLE AGENTS FOR  
HARTMANN'S RAHTEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c. &c. &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR-SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK.

AT  
REASONABLE PRICES.  
Hongkong, 15th December, 1903.

THE KOWLOON LAND AND BUILD-  
ING COMPANY, LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 20th January, 1904, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1903.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, the 15th January, to WEDNESDAY, the 20th January, (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,  
Secretary to

The Hongkong Land Investment  
and Agency Co., Limited,

General Agents for

The Kowloon Land and Building  
Company, Limited.

Hongkong, 5th January, 1904

## NOTIFICATION.

## CHINESE INDEMNITY OF 1901.

AN INSTALMENT of 25 per cent of the Certificate amount is hereby declared payable on COUPON "D" of Certificates issued in Payment of British Private Claims under the Provisions of the Notification of the 12th June, 1901.

COUPONS are PAYABLE at the Office of the HONGKONG and SHANGHAI BANKING CORPORATION, 31, LOMBARD STREET, LONDON, and negotiating at Branches and Agencies, Hongkong and China.

H. M. BEVIS,  
British Delegate.

Shanghai, 4th January, 1904.

DEUTSCHE WEINGESSELLSCHAFT  
DUHR & CO., COELN.

STOCK ON HAND OF

AHRLEIGHART, a red Abr Wine at \$18.50

GRAACHER, Moselle ..... at \$16.50

LAUBENHEIMER, Hock ..... at \$15.00

All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.

Hongkong, 16th October, 1903.

## TUBORG BEER.



## THE CHINA CURRENCY.

## CENTRAL CONSIDERATIONS.

Our previous articles on this subject have been indebted to pamphlets issued by the commission on International Exchange of Washington. These pamphlets do not by any means cover the whole ground. They are, for example, entirely lacking in suggestion as to the best way of meeting many of the difficulties that will arise in China when the matter comes to be grappled with. Still, they contain fundamental principles of undoubted strength, and as such are of great value.

We now proceed to more general considerations.

The London railway stations send off tens of thousands of passengers by rail every evening within the space of an hour or two. Let us imagine a London railway crowd trying to get away from, say, the Harkon station with no currency facilities such as there are in England, with nothing wherewith to pay their fares but silver hulk of varying degrees of fineness. Let us provide each passenger with his own weighing apparatus and endow him with ideas of his own as to their absolute correctness and the high quality of his metal. When would the last passenger be despatched? The picture is fanciful, but it serves our purpose. China has no currency as yet, but with railways a currency she must have. There is no doubt about it. And as the roads are being constructed, no time must be lost in preparing for their use.

China is not the only country that has had to look to her currency. As we have seen, Russia, the United States, and India have had to reorganise theirs, and have succeeded. China can do the like, for certain difficulties, which hampered them do not exist in her case though there are others to take their place. The load of convertible paper which hung about the neck of Russia does not exist in China. She has not even the task of raising the value of a mass of already coined silver. She starts afresh, not being "responsible, legally or morally for the coins of foreign countries in circulation in her sea ports." This is the opinion of Mr. Chas. H. Connant, one of the American Commissioners on International Exchange. Mr. Connant adds, however, "She (China) is undoubtedly bound by the highest considerations of financial policy not to take any step which will paralyse commerce and destroy confidence, but this she will be able to do, under intelligent management, without assuming the burden of redeeming an enhanced gold value the money now in circulation."

We have already glanced at some of the difficulties in the way. The introduction of a national instead of a provincial coinage is a step entirely at variance with Chinese custom, and may expect to meet with strenuous opposition at first just as interference from Washington in purely State affairs would be resented in Ohio or Maryland. The resistance will have to be overcome, but it is not in the nature of man, particularly of the native Viceroy type, to give up power consecrated in his hands by ages of precedent and custom. The Shansi bankers, too, may be expected to object strongly to a scheme which may cut very keenly into their profits. Money changers and financiers generally thrive where exchanges are most frequently necessary. The foreign banks have made huge profits in this way, yet their enlightened knowledge shows them that under a securer system they will make in one way what they lose in another, and will be saved from anxiety as to the value of their own possessions. Whether the native banker may be converted so readily as his foreign colleague has been, may reasonably be doubted.

A currency change of this magnitude is not a change that can come with a rush. That much is evident. The conversion must be gradual. Few people recognise its immensity. As we have before remarked, there is no idea of establishing a regular gold currency. Some thirty dollars per head is the amount of gold employed for the United States coinage. Were a tenth of that used in China the required amount would come to \$7,300,000,000—a fabulously impossible sum at the moment. But China will follow India's example and raise her silver value by other means. France keeps her silver at par, so do Belgium and Holland which are nearly in the same coinage conditions as India. Three things are held to be necessary by Mr. Connant in order that China may do the same.

- 1.—She must limit her coinage as they do.
- 2.—She must make it legal tender for ordinary contracts and public dues.
- 3.—She must have a gold reserve or some in gold-exchange funds. That these are elementary truths is evident. Unlimited coinage means depreciation no less in silver than unlimited issue does in paper, while the refusal of silver for public dues would effectually dam it as a circulating medium. China is in the fortunate position in this, as in many other ways, of being able, if she will, to profit by the experience of other lands through all time. The suggestion that China should open accounts at various capitals is good. "There is," says Mr. Connant, "one essential condition to the successful operation of this system. That is that whatever drafts are sold the local currency paid for them shall be locked up and withdrawn from circulation. This operates to reduce the redundancy of the currency at home, to stiffen the rates for interest, and ultimately to influence the price of commodities in a downward direction." It is the system between Great Britain and India.

The scheme now put forward has no thought of "doing something for silver." Bimetallism is frankly forsaken. "It is not practicable," we are told to seek stability for silver under present conditions. All that is possible in that respect is the regularising of the demand so that it should be somewhat more regular than has heretofore been the case. The depreciation of silver has done harm all the world over, and it will be a matter of universal rejoicing if China, Mexico, the Straits Settlements, Siam, Tonkin, and the Philippines, can replace their present unstable currency with something of greater stability.—*Shanghai Mercury*.

## Notices of Firms.

## NOTICE.

WE have authorized Mr. L. M. H. BOIS-SEREE from This Date to sign the Firm.

LUTGENS, EINSMANN & CO.  
Hongkong, 1st January, 1904.

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept RISKS against FIRE at CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 1st January, 1904.

## NOTICE.

THE PARTNERSHIP hitherto existing between myself and Mr. JOHN HASTINGS having been dissolved by effluxion of time, my Business will in future be carried on under the Firm Name of DEACON, LOOKER and DEACON.

VICTOR H. DEACON.  
10, QUEEN'S ROAD,  
Hongkong, 1st January, 1904.

## NOTICE.

THE PARTNERSHIP between Mr. VICTOR H. DEACON and myself having expired, I shall carry on my Business in future at No. 2, WYNDHAM STREET (Old German Club Premises).

JOHN HASTINGS.  
Hongkong, 1st January, 1904.

## For Sale.

## FOR SALE.

HEATH'S PATENT HEZZANITH BELL SEXTANTS.  
Other Makers: HUGHES, CARY & POTTER, &c., to be sold cheap.

Apply—  
"BOX,"  
C/o Hongkong Telegraph Office,  
Hongkong, 22nd December, 1903.

## FOR SALE.

INCANDESCENT GASOLINE LAMPS  
OF ALL DESCRIPTIONS,  
from the best makers.

INCANDESCENT MANTLES,  
CHIMNEYS,  
GLOBES,  
SHADES, &c.,  
for GASOLINE AND GAS LAMPS  
at the most moderate prices.

Lamps fixed up for Buyers free of charge.  
Naphtha of the best kind kept in stock.

TAI KWONG CO.,  
56, Lyndhurst Terrace,  
Hongkong, 2nd January, 1904.

## Consignees.

## TOYO KISEN KAISHA.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU."  
The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, the 5th instant, at 10 A.M., will be landed and stored at Consignees' risk and expense.

J. STUART THOMSON,  
Acting Agent.  
Hongkong, 2nd January, 1904.

FROM HAMBURG, PENANG AND SINGAPORE.  
THE H.A.L. Steamship

"ALEXIA."  
Captain Schönfeld, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 4th January, 1904.

NOTICE TO CONSIGNEES.  
FROM NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"ARARA."  
Captain J. M. Williamson, having arrived from the above Port, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Wanchai Storage Co., at Wanchai, where they are being stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on a date to be hereafter appointed. Consignees of Cargo will please note that before delivery can be obtained, they must sign the General Average Bond which is lying at the Office of the Undersigned.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents,  
American Asiatic S.S. Co.  
Hongkong, 1st January, 1904.

## Consignees.

## BOSTON TOWBOAT COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA AND KOBE.

Cargo ex the above Steamer having arrived per "HONGKONG MARU" from KORE, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside the latter Steamer.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 4th January, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"BENGAL,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. India.  
From Australia, ex S.S. Britannia.  
From Calcutta, ex S.S. Palawan.  
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 2nd January, 1904.

FROM HAMBURG, EMDEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"BADENIA."  
Captain Pöden, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th January, 1904, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th January, 1904, at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 31st December, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PALERMO,"  
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 6th January, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 31st December, 1903.

## Intimations.

THE HONGKONG STUDIO,  
HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.  
Hongkong, 15th September, 1903.

MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE IN  
ICE-HOUSE ROAD.

IS now in a position, in his New and Comfortable Premises, to receive, as heretofore, ALL PHOTOGRAPHIC ARTS PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS  
a specialty.

THE HONGKONG STUDIO,  
HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

## Intimations.

THE  
ROBINSON  
PIANO  
CO. LTD

HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS

AND

BABY ORGANS

GUARANTEED FOR CLIMATE.

THE NEWEST

RAG TIME

MUSIC and BOOKS.

VICTOR

TALKING

MACHINES.

ABSOLUTE REPRODUCTION

OF THE

HUMAN VOICE

SHIPS PIANO

PLAYERS

\$450

CASH OR CREDIT

Hongkong, 6th January 1904.

## NOTICE.

AN OLD ALLENYIAN DINNER will be held on WEDNESDAY, the 13th JANUARY, 1904, at the HONGKONG HOTEL.

The Undersigned will receive names of any Old Alleynians who have not yet been communicated with.

W. ARTHUR,  
Care of Messrs. JARDINE, MATHESON & Co.  
Hongkong, 30th December, 1903.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 lbs. net \$4.75 ex Factory.  
In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 15th August, 1903.

LEVY HERMANOS.  
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,  
Watson's Building.

TSU FAN,  
DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, QUEEN'S ROAD, CENTRAL.  
Hongkong, 5th January, 1904.

A WONDERFUL DISCOVERY.  
This is the age of research and experiment, when all things are being tried, and the scientific method is being applied to the discovery of new and useful remedies. It is a discovery of a new and useful remedy, which is being tried, and the scientific method is being applied to the discovery of new and useful remedies.

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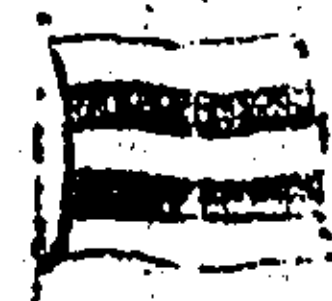
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## Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
TAMBA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 9th Jan., at Daylight.
RIOJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 12th Jan., at 4 P.M.
KAMAKURA MARU	KOBE and YOKOHAMA	FRIDAY, 15th Jan., at Daylight.
BOMBAY MARU	KOBE and YOKOHAMA	THURSDAY, 21st Jan., at Noon.
NIKKO MARU	SYDNEY, MELBOURNE and ADELAIDE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd Jan., at 4 P.M.
SANUKI MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 23rd Jan., at Daylight.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 26th Jan., at 4 P.M.

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 1st January, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th January, 1904, at 1 P.M., the Company's Steamship "ANNAM," Captain Girard with Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Calliope* bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 11th January, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 31st December, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers, Tons, Captains, &c. 1904

Lynat	4,417	G. V. Williams	Jan. 15
Olympic	2,8	A. Dixon	Feb. 11
Shamout	9,606	W. M. Smith	Feb. 19
Tacoma	2,812	M. Ridley	Feb. 26
Victoria	3,502	J. Truebridge	Mar. 16
Tremont	9,606	T. W. Garlick	Mar. 23

† Cargo only.  
Steamers marked (\*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Service.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight, Passage, apply to DODWELL & CO., LIMITED, General Agents, Hongkong, 6th January, 1904.



## Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,  
LIMITED.WATSON'S  
SEASONABLE  
SPECIALITIES.WATSON'S  
BALSAM OF  
ANISEEDGives immediate relief and quickly cures  
all cases of Cough, both in Adults and  
Children.WATSON'S  
WHITE  
EMBROICATIONSportsmen will find this a first-rate remedy  
for Sprains and Bruises. In cases of  
Rheumatism, Chest Affections, and  
pains in the limbs its application has  
a most soothing and comforting effect.WATSON'S  
OTTO OF  
ROSE COLD CREAMIs a pleasant cure for Chapped Lips, and  
Rough and Chafed Skin, so often  
experienced in the cold weather here.A. S. WATSON & Co.,  
LIMITED.  
SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

Hongkong, 2nd January, 1904.

TELEPHONE NO. 155.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
祥利廣TEMPORARY STORE:  
1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. PRICE & Co.)FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.PHOTOGRAPHIC  
DEPARTMENT.DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 29th August, 1903.

CARMICHAEL AND  
CLARKE,CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code.

Liebig's Standard Code.

TELEPHONE, 252.

Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

NOTICE  
All communications intended for publication in  
the "HONGKONG TELEGRAPH" should be  
addressed to the Editor, 1, The House Road, and  
should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to the Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.  
SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
Weekly—\$13 per annum.  
The rates per quarter and per annum, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.80 per quarter is charged for postage.  
The postage on the weekly issue to any part of  
the world is 30 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 6, 1904.

## JAPAN'S FINANCIAL SITUATION.

With regard to the present crisis, and the  
probability of an outbreak of hostilities  
between Japan and Russia, it would seem  
that an impression exists that neither of  
these countries is financially in a position  
to support the burden of a protracted  
struggle. As to how far this theory is  
exact when applied to the resources of the  
Northern Power it is difficult to surmise,  
since, like all other questions having concern  
with the system of administration in that  
country, the actual condition of Russia's  
treasury is wrapped in mystery. However,  
if it is possible to judge of her situation by  
the total of her national debt and the  
numerous outstanding loans floated in Paris  
during the last twelve years, the conclusion  
to be drawn is decidedly an unfavourable  
one. In Japan, on the contrary, reliable  
facts and figures are more easy of  
access, and, as our contemporary the  
*Kokumin* remarks, these would tend  
to prove that the financial position of  
Japan, so far from being unfavourable for  
belligerent purposes, is exceptionally strong.  
At the outbreak of the China-Japan war in  
1894, Europe predicted that financial ex-  
haustion would beat Japan in the end. The  
prophecy proved altogether fallacious. Yet  
it is repeated to-day with regard to a possible  
 Russo-Japanese collision. To-day, however,  
there is less reason than ever for such pessim-  
ism. The truth is that Japan stands now  
in an altogether different financial rank from  
that occupied by her in 1894. She has a  
sum of specie, amounting to 113 million yen,  
lying in the vaults of the Central Bank; such  
a sum as she never had before, and while  
some Western countries have been troubled  
by a drain of gold no such embarrassment  
has overtaken her. The rate of interest,  
again, which stood at from 3 to 4 per cent  
daily last year is now quoted at 1.7 per cent.  
Turning then to the note-issuing power of  
the Bank, the *Kokumin* observes that in  
spite of the close of the year, when there is  
invariably a large run on the Bank's resources,  
its margin of note-issuing power stands  
at 35 millions of yen, so that, in point  
of fact, the Bank may be expected  
to be soon in a position to issue from 40  
to 60 millions worth of notes. With  
reference to last year's sale of bonds abroad,  
the public have been in doubts as to the  
manner of disposing of the money. The  
facts are that the greater part is lying in  
London in the form of specie, the Central  
Bank being its holder and having lodged  
exchangeable notes with the Treasury for a  
corresponding amount. Such are the facts  
as to the money market. Now concerning  
the Treasury, it is to be noted that the Budget  
for the pending fiscal year—the Budget  
which the Diet's dissolution prevented  
from coming into existence—showed a total  
revenue of 25½ million yen against an ex-  
penditure of 183½ millions. The surplus  
of 4½ millions was to have been applied  
to various undertakings, but could all be  
used for warlike purposes in case of need.  
Then there are the three Capital Funds  
amounting to 50 million yen, one half of  
which is in ready money, and the only li-  
ability the Government has is 10 million yen  
of Exchequer Bills, whereas formerly it was  
constantly hampered by the question of  
bond issues. It should be remembered  
that the recent dissolution of the Lower  
House has had the result of placing all  
these funds at the Government's disposal.  
Japan possesses other resources from which  
the sinews of war can be obtained, and yester-  
day, we published a telegram announcing  
that, at the Cabinet Council held at Tokyo  
on the 28th ultimo, it had been decided to  
draw on the 50,000,000 yen indemnity from  
China, now due, for immediate wants.  
From the above it will be evident that, so  
far as their finances are concerned, the  
Empire of Japan is certainly the better  
placed of the two contending Powers.

whose experience has been unique and  
whose judgment is reliable, says: "A  
few hundred Chinese, established in an  
suitable place, under the direction of prac-  
tical Europeans, will form a better nucleus  
for the civilisation of Africa than any  
number of Indian elephants and ironclad  
steamers." And he says: "Would not the  
introduction of Chinese settle the slave trade  
once and for all?" Emin Pasha therefore  
believes in the Chinese as the best workman  
for opening up Africa, and that to employ  
them would "repay a thousandfold such  
undertaking." He does not believe in the  
regeneration of the negro by the negro.  
That the Chinese can live under any climate  
is undoubted. They thrive in the pestilential  
swamps of the Malay Peninsula, and  
have been taken to the West Indies as  
labourers; they are strong and make excel-  
lent carriers; they are thrifty, expert with  
their hands, and are excellent artisans; but  
that they would make better field-labourers  
than the natives of Africa may be questioned,  
though, doubtless, their industry is greater."

THE U.S. monitor *Wilmington*, Commander  
U. R. Harris, arrived from Swatow to-day.

A PARTY of wealthy Chinese speculators  
were to leave Penang on the 24th ult. for  
Perak and Selangor, to investigate the real  
cause of the decrease in the output of tin ore  
in those States.

WHEN the French mail *Armand Behic* was  
going alongside Borneo wharf, Singapore, last  
month she "broke her shear" and becoming  
unmanageable or shed into the wharf, cutting  
through and splintering about a dozen planks.

FROM the Dock Returns published elsewhere  
in this issue, it would appear that the resources  
of the Company are being taxed to its utmost  
were it not known that it is capable of hand-  
ling a large amount of docking and repairing.  
No less than twenty different vessels are  
in the three establishments of the Dock  
Co. at present. Of these five are warships:  
two British, two American, and one German,  
the others being merchant vessels.

WHEN the naval transport *Solace* was to leave  
Valdejo early last month on a round trip to the  
Philippines it was thought that a large number  
of men would go out on her for duty on the  
Asiatic station. The number of these is being  
constantly increased, the latest additions being  
a draft of men just sent from the *Independence*,  
fifty for the United States monitor *Wilmington*,  
two for the *Monterey*, and six for the  
station-ship *Supply* at Guam. Thirteen men  
have also been sent from the *Independence* to  
the *Solace* for duty on that ship.

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## LOCAL AND GENERAL.

ANOTHER instalment of the article on the  
China currency is printed on the third page.

THE launch *Leona*, which left Hongkong some  
time ago for the Philippines, founded near  
Iloilo, while in tow of the German steamer  
*Latona*, from Manila to Iloilo. No casualties  
are reported.

PLAGUE mortality in India for the week ending  
December 5th was 16,437, a decrease of over  
a thousand as compared with the correspond-  
ing week in the previous month. Bombay  
presidency still continues to be the worst in-  
fected in India.

THE War Office has decided to establish bal-  
loon stations on the Mediterranean. Sections  
of the balloon corps were ordered to proceed to  
Malta and Gibraltar early in December.  
Hitherto there have been no permanent balloon  
establishments in the British army outside of  
Aldershot camp in England.

KING Edward has presented to the Department  
of Egyptian Antiquities in the British Museum  
a very fine coloured papyrus of the Book of the  
Dead of special interest, in that it forms a  
portion of a work which was discovered at  
Thebes, the remainder having been acquired  
by the Louvre Museum at Paris.

THE new turbine passenger steamer *Brighton*  
established a record on Nov. 11, when she suc-  
ceeded in passing the pierhead at Dieppe two  
hours and 59 minutes after leaving Newhaven  
piers, a distance of 64 nautical miles, of 75 land  
miles. This represents an average speed of  
21½ knots (25 miles) per hour.

THE Russian post and telegraphic authorities  
have invited a leading cable-laying firm to  
draw up estimates for laying a telegraphic  
cable across Lake Baikal. The cable would be  
55 miles in length, and similar to the  
Atlantic cables. The depth of Lake Baikal  
varies from 600 to 900 fathoms.

A DISPATCH from Dresden to the *Lokalanzei-  
ger* says a coachman accompanied Princess  
Alice, wife of Prince Victor Frederic of  
Sachsenburg-Waldenburg, but she actually  
eloped with an Italian officer with whom she  
has had a liaison for some time. The princess  
left the prince with the latter's knowledge after  
he had instituted proceedings against her.

THE *Pioneer* concludes, as follows, a long  
article on the special telegram from its London  
correspondent regarding England in Persia  
and Tibet: "Neither Chinese scheming nor  
Russian protection can block the way to  
Lhasa. Now, the reasonable submission by  
the Lamas alone can prevent the steady march  
of our troops into and beyond Chumbi Valley,  
when the final order is given for crossing the  
Jelep Pass."

IN the Italian Chamber, Signor Santini ex-  
pressed in the name of the Italian nation his  
recognition of the services of Captain Gaunt of  
the *Albatross* and his best wishes for his speedy  
recovery. The Minister of Marine said the  
Italian Navy had always been united by ties of  
sympathy and esteem to the British Navy. He  
concluded his remarks by stating that he had  
sent congratulations and greetings to Com-  
mander Gaunt amidst loud and prolonged  
cheers.

THE Tafa incident, in which amongst other  
acts committed by Siamese soldiers in October,  
1902, two British Burmese subjects were  
court-martialled and shot by the order of Phya  
Datsakorn, is now ended. Phya Datsakorn  
has been sentenced to 12 years' military im-  
prisonment, and His Majesty the King, to mark  
his displeasure at the grievous offence com-  
mitted by one of his officers against the sub-  
jects of a Foreign Power, has commanded  
Phya Datsakorn to hand over his sword and  
badges of military rank.

THE *Manila Times* states that the project for  
fortifying the Philippines is yet in a tentative  
condition. Explorations of Corregidor, Mari-  
vels, Subig Bay and other points of com-  
mand, were made by Engineer and Ordnance  
officers many months ago, and Generals  
Chaffee and Davis repeatedly urged the  
mounting of heavy and rapid-fire batteries at  
these points. Estimates of the cost, too, have  
been made, but with characteristic official  
duplicity, the important subject is being  
slowly "in the interim" with various plans  
sounding, the Philippines, so it is said, are  
almost without means of defence.

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## THE U.S. monitor Wilmington, Commander U. R. Harris, arrived from Swatow to-day.

A PARTY of wealthy Chinese speculators  
were to leave Penang on the 24th ult. for  
Perak and Selangor, to investigate the real  
cause of the decrease in the output of tin ore  
in those States.

WHEN the French mail *Armand Behic* was  
going alongside Borneo wharf, Singapore, last  
month she "broke her shear" and becoming  
unmanageable or shed into the wharf, cutting  
through and splintering about a dozen planks.

FROM the Dock Returns published elsewhere  
in this issue, it would appear that the resources  
of the Company are being taxed to its utmost  
were it not known that it is capable of hand-  
ling a large amount of docking and repairing.  
No less than twenty different vessels are  
in the three establishments of the Dock  
Co. at present. Of these five are warships:  
two British, two American, and one German,  
the others being merchant vessels.

WHEN the naval transport *Solace* was to leave  
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## Turf Topics.

In view of the closing of the entries on the  
16th inst., turf operations are daily becoming  
of greater importance and of a more interest-  
ing character. So far this season comparatively  
little fast work has been got through, but in  
the course of the next few weeks a lot of smart  
galloping will doubtless be witnessed in order  
to give owners some idea of how to place  
their favourites in the programme of events. At  
present there would seem to be every indica-  
tion of the entries exceeding those of previous  
years, and some spirited contests are almost  
assured. In this respect, it is gratifying to learn  
that, in the opinion of those best able to judge,  
the forthcoming race meeting will be productive  
of some of the best running that has been  
witnessed in the Colony for the last quarter  
of a century, if the fine weather hold out.

## BUILDING IMPROVEMENTS.

With such glorious prospects in view it  
is to be hoped that the improvements now  
being carried out in the vicinity of the Grand  
Stand will be pushed forward with all pos-  
sible speed and that the opening day of the  
meeting will find the new building for members  
of the Jockey Club and for pari-mutual pur-  
poses fully complete and the improvements  
immediately in front out of the hands of the  
contractors.

## THE COURSE.

The course is being kept in first-rate con-  
dition, and the jockeys who took advantage  
of the outside track, which was opened this morn-  
ing for the first time this season, found it dry  
and firm, and conducive to very fast running.  
This extremely satisfactory condition of the  
course is, undoubtedly, entirely due to the indef-  
atigable zeal of the popular Clerk of the Course,  
than whom a more painstaking gentleman can  
hardly be found to perform his arduous duties.

Better weather could not have been desired for  
the gallops to-day, the morning being delight-  
fully fine and the sheltered valley entirely free  
from the cutting wind which early enthusiasts  
experienced in the streets of the city. Indeed,  
the sun shone out quite warmly on the little  
gathering of sportsmen assembled in front of  
the Grand Stand, and the performances of  
the various ponies could easily be followed  
around the whole course as there was a  
pleasant absence of any mist or fog, which  
so frequently envelops the mounts, especially  
at the village end of the valley. Sir Paul Char-  
ter, Messrs. Rutter, White, Hough, Maier,  
Michael, Deacon, Joseph, Lammer and Ka-  
doorie were early arrivals, while several ladies,  
including Mrs. Dickson and Mrs. Hinds, were  
interested spectators from the balcony of the  
Grand Stand. Mr. J. H. Lewis was certainly  
conspicuous by his absence. In addition to  
the regular habitués of the Jockey Club, the  
usual small crowd of watchers, who turn up at  
the rails on galloping mornings with praise-  
worthy perseverance, was again noticeable,  
and apparently took a keen interest in the  
general proceedings.

The Clerk of the Course, Mr. T. F. Hough,  
was busily engaged with the measuring of  
waters and ponies which commenced this  
morning, and the keenest interest in the various  
animals was manifested on all sides.

Following are the times for the principal gal-  
lops this morning:—  
Mr. MacDonald's pony went for a spin of  
three-quarters mile in 35½, 1.13, 1.52.

Mr. A. Babington's representative did the  
half-mile in 33½, 32—1.05½.

Mr. G. C. C. Master's was galloped over a  
steady course of half a mile in 36, 34.

Mr. Paterson's and Mr. C. H. Ross's two  
ponies went in company over a steady mile in  
the following times, viz: 37, 1.12½, 1.49, 2.26½.  
Mr. E. W. Rutter's two subs. galloped  
together in the inside course over the Wong-  
neicheong distance. The performance of the  
couple was a feature of the morning. The  
times are 33½, 1.05, 2½.

Mr. Christlan's sub. and Lieut. Simpson's  
Derby griffin were ridden



## TELEGRAMS.

(Reuters.)

## The Situation in the Far East.

The departure of the Russian Squadron at Bizerta has been postponed for some days in consequence of telegraphic instructions.

The Peace Bureau at Bern has drafted a memorandum in support of the petition of the Powers calling on them, under the Hague Convention, to offer Russia and Japan their services with a view to a peaceful settlement of their difficulties.

## The Situation.

The Russian reply is either despatched or about to be despatched. According to various inspired reports from St. Petersburg it is quite conciliatory, and even if it does not concede everything Japan has asked, it will certainly pave the way to further negotiations. It is worthy of note that the Continental press always represents the Russian replies as pacific, and the attitude of Japan as provocative; in any case the prevalent feeling to-day is peaceful.

## BOXING AT THE CITY HALL.

A boxing contest is to take place this evening at the City Hall, the principal event being an eight round bout in which Charles St. Clair, a middle-weight champion, undertakes to knock out one of our local amateurs in eight rounds. St. Clair, lately proved the victor in a well-fought competition in Shanghai and the local champion referred to holds an excellent reputation, so that the contest promises to be an interesting one. Three preliminary bouts will take place consisting in a 10-round contest between H.M.S. "Tamar" and Nicholls of H.M.S. "Albion", a 15-round contest between Leighton of H.M.S. "Albion" and Butler, Derbyshire Regiment, and a 6-round exhibition between Sam Newman, our local welter-weight, and James Ryan, of Pacific Coast fame.

## FIRE IN QUEEN'S ROAD CENTRAL.

Damage to the extent of about \$14,000 was caused by a fire which broke out in a three-storied building used as a jeweller's shop and foreign goods store at 98 Queen's Road Central early this morning. It is stated that a cook employed on the premises had occasion to go up to the first floor and accidentally dropped a lighted torch on to a quantity of inflammable material with the result that the room was quickly in a blaze. The Brigade was communicated with and Chief Inspector Baker and Chief Engineer D. MacDonald arrived on the scene in charge of the men and appliances, but owing to the water being turned off in the mains at the time some slight delay occurred in getting the hose to work. Soon, however, the engine was pumping a good supply from the Praya, and as the fire had already obtained a good hold of the building the firemen turned their attention to neighbouring property which was in danger of becoming ignited. The roof of 98 had already collapsed, and by the time the flames were overcome the whole building had been considerably damaged.

## SOME FACTS AND FIGURES ABOUT BRITISH INDIA.

The population of the whole territory is over 294,000,000 of whom 209,000,000 are Hindus, Mohammedans 61,500,000, Christians less than 3,000,000 and Buddhists less than 10,000,000. There are no fewer than 42 Indian, 11 Asiatic, and 19 European languages spoken in the Empire besides a greater number of dialects.

Since 1880-81 the consumption of salt has increased from 27 to 37 million maunds; the Saving Bank deposits have quadrupled; the mileage of railways open has grown from 9,200 to 25,900; the letters, packets, and newspapers transmitted through the Post Office, as well as the revenue of the department, have more than doubled; and telegraphic messages are now four times as numerous as in 1880-81.

In industry and commerce it will be observed that Cotton Mills have grown from 58 to 201 and jute mills from 20 to 36 in the same period. The production of coal is seven times as great, while the output of petroleum has increased from 1½ (in 1885) to 56½ million of gallons. Gold of which the yield was formerly insignificant now amounts to over half-a-million ounces. The export is now valued at 250 million rupees compared with 138 million rupees in 1880-81.

And yet there are unsatisfied and insatiable men who would have us believe that the pressure of heavy charges and a very highly paid alien Service are gradually impoverishing the country and that nothing short of Home Rule, with three or four sprinklings of Englishmen at the heads of Government, is the only panacea of the regeneration of India. Surely misguided enthusiasm and faulty patriotism can go no further. But these good people seem to forget that subjugations and conquests are not made with rose water and that Great Britain after having spent untold treasure and lost innumerable precious and valuable lives, could at the chattering of a small lot of well meaning but misguided enthusiasts retire from the arena. And for whom? Surely not for a single, homogeneous compact nation like the Chinese crushed down with oppression and misgovernment, but for a medley of diversified nationalities with a memory of past traditions and past wrongs only too fresh, as they were of yesterday, to incite them to fly at each other's throats. That the valiant Sikh and the dapper little Gurkha—the fighting Punjabis and the stout Baboo—the shrewd Mahatras and the smart Madrassis could ever meet at the fountain of unity, suppressing each his personality, to further the neighbour's interests, is to state the strongest expression of a sympathetic, civilised, and absurdly too absurd for words.

## BOOKS TO READ.

## GORGEOUS COLOURING OF THE DURBAR.

To Messrs. Adam and Charles Black's charming series of books in colour has been added a volume in all ways suited to the refined excellence which characterises the outward semblance of those works. A sumptuous and lordly volume is "Moiner Menpes' Durbar". The pictures are superb, even surpassing those of "Japan" and in their reproduction and printing nothing has been lost, as both processes were carried out, under the artist's supervision, by his daughter, Miss Maud Menpes. He went to India to produce a brilliant book, and returned home and finished the difficult task he set out to accomplish. The work must have ranged far and wide: for there were striking contrasts at Delhi. That, for instance, between the State Entry and the great Durbar has not yet been fully limned, because much of it was of a nature impossible to fix. As Mr. Menpes tells us, he gazed over each magnificent combination and each harmony, the emerald greens, the emeralds, the violets, the golds, and the vermilions; and the result was that before he had passed over more than half the glittering through his sense of colour was exhausted. He was satisfied; he had seen too much. For instance, one can scarcely imagine the picturesque barbarism of the display made by the native chiefs' retainers, a show in which interest and colour must have struggled with the grotesque, and the heroic age contended against the attractions of a huge hippodrome. But there were other contrasts; some a pagan, others an emotion. "Clean cut and gem-like" are the few words of Mr. Menpes that express the gorgeous colouring of the Durbar, and to those whose lot it was to witness the pomp and panoply of the great festival, the beautiful paintings of this inimitable artist will bring back all kinds of delightful memories. The pen of Miss Dorothy Menpes, who supplies the text, has been happily employed in bringing its characteristics home to some who thought that somehow the Durbar did not make quite the impression on England that was expected by Anglo-Indians. To read the pages of the volume and feast of the faithful representations of its glorious scenes, is to read almost a series of chapters of romance; to see again those historic scenes of pageantry now fast becoming a wondrous memory. We cannot do better than recommend the work to every reader whose enthusiasm is for that which is best, and induce him to make a valuable and extensive acquaintance with the charming volume.

*Durbar.* By Moiner Menpes. Text by Dorothy Menpes. Containing 100 illustrations in colour. Engraved and printed at the Menpes Press. Published by A. & C. Black, Soho Square, London, W. Price 20/- net.

## "HAPPY ENGLAND."

Having taken their readers to India and Japan with Mr. Moiner Menpes, to Egypt with Mr. Talbot Kelly, and to Palestine with Mr. Fulleylove, Messrs. A. & C. Black felt that before proceeding further they must add to the series of books a volume treating of the Mother Country. Looking ahead over a wide range of English artists, they recognised that there was no one who could more delightfully illustrate the subject than Mrs. Helen Allingham. She has never travelled or painted outside Europe, and her work almost without exception represents English life and aspects. For thirty years she has been a zealous worker with the brush, and the remarkable achievements in colour reproduction have enabled the public to be placed in possession of singularly beautiful memorials of the artist's impression of "Happy England." With the rough steep of Hindhead at her door, her feet have almost invariably turned towards the lowlands and the "blunt, bow-headed, whale-backed Downs." Cottage, street, farmstead and garden are filled with something better than the sunshine and blue shadows of the ordinary water-colour drawing. In both life and landscape, we have a portrayal of youth rejoicing in youth; healthiness and happiness coupled with idyllic beauty. There is freshness in the work, and one recognises the pleasure in turning to a picture which is the product of the artist's own thought or observation, and which invites one to sympathise with the individual joys and emotions of its maker. And because of this one may spend hour after hour dwelling upon the refreshing scenes of the old country, or reading the delightful text by Mr. Marcus B. Huish, which, in itself, is like a vocal flower-garden—babbling of green fields, of sweeping Downs, and peaceful hamlets. Indeed, few have used the music of the country with finer effect, or with more intimate sympathy with the beautiful things associated with it than the editor of the "Art Journal," "Japan and its Art," and many other works, not the least noteworthy of which is the text of Mrs. Allingham's collection of finished water-colour drawings.

*Happy England.* By Helen Allingham. Memoir and description by Marcus B. Huish, LL.D. Containing 80 illustrations in colour. Published by A. & C. Black, Soho Square, London, W.—Price 20/- net.

## A TRIP IN A STERN-WHEELER.

There is perhaps no thoroughfare in the whole of South China that is so frequently brought to public notice and which is so little known as the mighty waterway sweeping across Kwangsi Province and hiding its source in the snow-clad hills beyond. Even the few miles open to navigation between Canton and Wuchow are comparatively unknown, and Mr. R. J. Thomas is deserving of the thanks of a large number of the travelling public for having opened "Pastures New," and furnished an interesting account of a trip in a stern-wheeler up the Si-Kiang as far as Wuchow. Capt. C. V. Lloyd, of the *Hankow*, has already pictured the beauties of the journey from Hongkong to Canton, and Mr. Thomas's timely narrative of the trip on the West River is an excellent sequel to the book for the Globetrotter. Those who have already made the journey will agree with the author that it affords a good opportunity to

become acquainted with Chinese scenery, architecture, manners and customs, and enable one to get a bird's-eye view, so to speak, of the oldest civilisation in the world while travelling surrounded by all modern comforts. His descriptions are profuse—almost too much so—and the marginal notes are of great assistance to the reader. Scarcely a feature of interest is left unrecorded, and the excellent map of the West and Pearl Rivers and Delta, which is neatly enclosed as a pocket at the end of the work, is a valuable addition to the volume. "Pastures New" is from the pen of a close observer, and the author's knack of sandwiching interesting incidents and stories between the descriptive matter lends additional charm to the unpretentious volume.

*Pastures New.* By R. D. Thomas. Published by the China Baptist Publication Society, Canton. Price, with map, 5/-.

## TIENTSIN.

(From Our Own Correspondent.)

23rd December.

Chang Yen-mao's regradation is evidently quite a serious affair, but whether it is purely a palace intrigue or a very much deeper scheme altogether is not yet clear. There is a very strong suspicion felt that there is much more in the affair than appears on the surface and that Russia may be indirectly behind the whole thing. The details of the situation are embodied in the following imperial dispatch of Yuan Shi-kai, which practically amounts to a secret edict.

The Chinese Engineering and Mining Co. as originally established was formed with Chinese capital and the Kaiping Mines were a source of revenue for the Chinese Government. Chang Yen-mao had no authority and no right to dispose of the property, and he has been several times ordered to recover the mines and thus restore his illegal act. In consequence of his failure to carry out these instructions or seemingly pay any attention to these orders, he is now degraded from office, and Viceroy Yuan is directed to give him a time limit in which to obey orders. He is to recover the mines and also Chingwantao which was also opened by Government orders and with Chinese capital. Viceroy Yuan is directed to see the utmost dispatch and lose no time in discovering ways and means to recover the said property.

The Viceroy accordingly communicated at once with the Customs Taotai Tong pointing out to him that the revenue of the Mining Company was intended for naval defence and railway expense, and the management thereof was placed in the hands of officials specially appointed by the Government, and although merchants were allowed to hold shares the property was essentially Government property, and Chingwantao was opened solely for the Government's use and benefit by Taotais Li Huang and Chow, appointed by the former Viceroy of Chihli. It was not therefore in any way the property of the Chinese Engineering and Mining Co., and could not be regarded as such nor as the property of the nation was it saleable. The control of the place must therefore be immediately restored to the Chinese, and he directed Taotai Tong to see to this immediately.

So soon as this became known several press messages were wired to London, and Mr. Wynne, the present manager of the Company, went up to Peking at once. He returned this morning, and as far as I can gather has put matters in train in the eight quarters.

Hu Yun-mei has returned to Tientsin and it is said his business has been strictly confined to negotiations with the Russians for the extension of the Eastern Extension Railway up towards the main Siberian line. The native papers have, however, repeatedly alluded to his visiting Port Arthur. He was accompanied by the manager of the Russo-Chinese Bank in Peking.

Yesterday and to-day the local schools have been giving their annual performances, and they appear to have established the fact pretty clearly that in all essential points children out here are getting a very good education. Drilling and calisthenics department, etc., are undoubtedly obtained better at home. But from the excellent position in home schools taken by children going home it is clear the standard here is rather above the mark by anything, and they have the advantage of a splendid climate and have not to forego home influences. North China is the place for Hongkong children and I wonder more are not sent up here when it is both nearer and cheaper than home.

## HELPED TO PRESERVE THE PLACE AT CHEFOO.

Mr. John Fowler, United States Consul at Chefoo, China, since 1896, recently arrived at San Francisco. He has been in the consular service in China since 1896, played an important part in the troubles that attended the Boxer uprising. The influence he exercised is said to have been largely instrumental in preventing the allies from operating about Chefoo, and in recognition of his services in this direction he was presented with a costly loving cup by the Chinese guilds at that place after the restoration of peace. He was also presented with a loving cup by the foreign residents of Chefoo shortly before his departure on his present trip. He was also presented with a decoration by the Chinese Emperor, but has yet to obtain the permission of Congress to accept it. The decoration is a medal of the Order of the Second Dragon, third degree, first class. According to an exchange Mr. Fowler says that Chefoo is at present receiving more goods of American export than the entire balance of the Chinese empire; but he says America's trade with that port will suffer keenly if American manufacturers continue to send goods of inferior quality. He says he has been diligently engaged for some time in trying to convince American exporters that Chefoo wants goods of the best quality, but without much success. While in America Mr. Fowler will endeavour to secure subscriptions to a fund of \$15,000 which the Young Men's Christian Association of Chefoo desires for the erection of a building and library for American sailors.

## CLAIM AGAINST MESSRS. SHIYAN, TOMES &amp; CO.

At the Supreme Court this morning, before the Puisne Judge, Mr. A. G. Wise, of the Sun On Wing, dealers in European goods, of 214, Queen's Road Central, sought to recover from Messrs. Shiyan, Tomes & Co. the sum of \$331.20, being amount of damages and costs alleged to have been sustained by reason of the non-delivery of three cases of underwear sold by defendants to plaintiffs. The claim comprised loss on three cases of underwear bought from defendants at \$17.50 per dozen and sold at \$15 per dozen, thirty cases, equaling \$165, and \$150 damages paid by plaintiffs to the buyer of the goods on account of non-delivery, together with costs of the action.

Mr. G. K. Hall Brutton appeared on behalf of the plaintiff firm, and Mr. C. Ewens, of Messrs. Ewens and Harston, represented the defendant company.

Evidence having been heard, His Lordship found for plaintiffs with costs, but granted stay of execution for a week pending a possible appeal.

## THE YAU MATI POLICE.

A much-needed improvement in the policing of the large and growing district of Yau mati has just recently been effected. Hitherto, the populous township has been woefully neglected by the Administration in the strength of the force stationed in Yau mati with its sub-district of Hunghom. Considering the area and the large population amongst whom the members of the Police Force have to maintain order in Yau mati, it is not a little surprising that the annals of crime in Hongkong had not recorded greater events that stand against the villages with a notoriety for being the abode of the worst type of the population in the Colony. Until recently the area covered in the beat to be patrolled by the members of the Yau mati station extended far into Laichikok and beyond to Chinwan. The nominal numerical strength of the force, inadequate enough for so extensive an area, might have been, for all we know, below the full complement. The decision now arrived at to create a sub-division in the district appointing a European sergeant in charge of Samshuiupo must, therefore, be received with satisfaction. Sergeant Gordon, who was in charge of the Kowloon city station, has been transferred to the Samshuiupo sub-division and will, we understand, have under him Indian and Chinese constables to do duty in a locality the growing tendency of which is very noticeable.

## NORTHERN NOTES.

The *Manila Cablenews* publishes a wire from Paris dated the 2nd inst., in which it is stated that Russia has declined to consider the proposals made by the commission in that city looking to a peaceful settlement of the Russo-Japanese trouble in the Far East. When Lord Lansdowne was informed of the rejection of the Paris commission's proposals by the Russian government, he said he had now abandoned all hope for peace in the Far East. It also mentions that the Prime Minister of Japan has informed the Russian government that, unless it immediately agrees to the spirit of Japan's proposals for the modification of the ultimatum issued from St. Petersburg, the Mikado will declare war.

## COMMERCIAL.

## TO-DAY'S INTELLIGENCE.

Despite the war scare the share market exhibits a better feeling with an inclination to buy the better class scrips. This resulted in much more business to-day. Transactions were effected in the following stocks and at rates noted against each:—

H'kong & Whampoa Docks	107½-108
China Sugars	103
Hongkong Lands	155-50
China Fires	92
Hongkong Fires	308½-310
China Providents	5 935
Kowloon Wharfs	95-50

Banks, under the influence of the Northern Crisis and the rise in exchange, show an inclination on the part of holders to realise at \$640 without meeting with buyers.

In Shanghai, Farnham's are much firmer at Tls. 122.50 to Tls. 123.

## TO-DAY'S EXCHANGE.

LONDON, Telegraphic Transfer	1/9½
Bank Bills, on demand	9 11/16
Credits, 4 months' sight	1/10 1/16
D'cents 4 months' sight	1 10 3/16
ON BERLIN, (demand)	M. 84½
ON PARIS, Bank Bills, on demand	227
Credits, 4 months' sight	230½
ON NEW YORK, Bank Bills, on demand	43½
Credits, 30 days' sight	44½
ON BOMBAY, Telegraphic Transfer	133½
On demand	134
ON SHANGHAI, Telegraphic Transfer	71½
Private 30 days' sight	100m.
ON YOKOHAMA, T.T.	89
Sovereigns, Bank's Buying Rate	511.06
Gold Leaf 100 touch, per tael	58.00
Bar Silver	26 9/16

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
MALWA NEW	910/950
LAST YEAR	930/1,030
OLDEST	1,050/1,100
PATNA NEW	1,260
REMARKS NEW	1,260
PRANAN (PAPER)	60/650

## To-day's Advertisements.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

FRIDAY, the 8th January, 1904, at 11.30 A.M., at their

SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street),

SUNDRY HOUSEHOLD FURNITURE,

Comprising:— PLUSH-COVERED DRAWING ROOM SUITE, SINGLE IRON BEDSTEAD with WIRE and RATTAN MATTRESSES, MARBLE-TOP TABLES, TEAKWOOD SIDEBOARD and OVERMANTEL with BEVELLED GLASS, DINNER WAGGONS, ICE CHEST, CHAIRS, CUT-GLASS MIRRORS, BOOKCASES, TEA TABLES, &c., &c.

Also A QUANTITY OF BOOKS and CLOTHING, and ONE NEW BICYCLE.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 6th January, 1904. [90]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

SATURDAY, the 9th January, 1904, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street),

A QUANTITY OF PHOTOGRAPHIC APPARATUS,

Comprising:— KODAKS and CAMERAS, LENSES, PLATE HOLDERS, DEVELOPING DISHES, STANDS, SENSITISED POST CARDS, ENLARGING CAMERAS, &c.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 6th January, 1904. [89]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by

PUBLIC AUCTION, on

SATURDAY, the 9th January, 1904, commencing at 2.30 P.M., at his SALES ROOMS, DUBBEL STREET,

A QUANTITY OF HOUSEHOLD FURNITURE

AND ONE COTTAGE PIANO, By JOHN BRIMSMEAD & SON. (Particulars can be seen from Catalogue).

TERMS:—As Customary. On View from FRIDAY, the 8th instant. GEO. P. LAMMERT, Auctioneer.

Hongkong, 6th January, 1904. [84]

## HONGKONG VOLUNTEER CORPS.

A CONCERT followed by a Laughable Farce

"TICKLISH TIMES" will be given at the THEATRE ROYAL, CITY HALL, on

SATURDAY, JANUARY 16th, 1904, commencing at 9 P.M.

PRICES:— Dress Circle ... .. \$1 Stalls ... .. \$2 Pit ... .. \$1

Reserved Seats may be booked at ROBINSON PIANO CO., on and after JANUARY 11th, 1904.

Under the Patronage of H.E. Mr. MAY, C.M.G., H. E. Major-General V. HATTON, C.B., and Rear-Admiral ROBINSON.

Hongkong, 6th January, 1904. [87]

## JUST LANDED AND NOW ON SHOW.

BRUSHES! BRUSHES! BRUSHES! A VARIED ASSORTMENT OF TOOTH NAIL BRUSHES, SHAVING BRUSHES, SHOE BRUSHES, STOVE BRUSHES.

PRICES VERY MODERATE. H. RUTTONJEE, No. 5, D'Aguilar Street, and 36 to 38, Elgin Road, Kowloon.

Hongkong, 6th January, 1904. [64]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. The Company's Steamship

"HALLOONG," Captain Gibson, will be despatched for the above Port, on FRIDAY, the 8th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAIPRAK & Co., General Managers.

Hongkong, 6th January, 1904. [85]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. The Company's Steamship

"HAICHING," Captain Passmore, will be despatched for the above Ports, on SATURDAY, the 9th instant, at Noon.

For Freight or Passage, apply to DOUGLAS, LAIPRAK & Co., General Managers.

Hongkong, 6th January, 1904. [86]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 8th instant will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 6th January, 1904. [81]

## Entertainments.

## GRAND BOXING CONTEST.

AT THE CITY HALL, THIS EVENING (WEDNESDAY), JANUARY 6TH, 1904.

MAIN EVENT OF EIGHT ROUNDS, in which CHARLES SINGLAI, Middleweight Champion of "BROOKLYN," undertakes to stop one of our Local Amateurs in the Rounds at above specified.

PRELIMINARIES: 10-Round Contest between BERGER of H.M.S. "TAMAR" and NICHOLLS of H.M.S. "GLORY."

15-Round Contest between LEIGHTON of H.M.S. "ALBION" and BUTLER, Derbyshire Regiment.

6-Round Exhibition between SAM NEWMAN, our Local Welterweight, and JAMES RYAN, of Pacific Coast Fame.

USUAL PRICES: \$5, \$3, \$2 and \$1.

Doors open at 8 P.M. Commence 9 P.M. sharp.

TICKETS to be had at the Comptroller's Office, City Hall, and at the various Hotels.

SAM NEWMAN, Manager.

Hongkong, 6th January, 1904. [76]

## THEATRE ROYAL.

BOXING! BOXING! BOXING! at CITY HALL, on

SATURDAY, 9TH JANUARY, 1904.

THE BANTAM CHAMPIONSHIP OF CHINA STATION.

LARRY LAYTON of "ALBION," (Champion of China Station),

MICKEY LACEY of "VENGEANCE," (Champion of Mediterranean Station), who have already met and drawn, will go 10 Rounds for Championship and a Purse.

(HEAVY WEIGHTS) JONES, R. M. A., of "ALBION,"

MORGAN, A. B., of "VENGEANCE," will contest 10 Rounds.

(MIDDLE WEIGHTS) BERGIN, of "TAMAR,"

STO. BYNG, of "VENGEANCE," 6-Round Contest for Purse.

(WELTER WEIGHTS) STO. THOMPSON, of "VENGEANCE," (Champion of China Station),

TED SMITH, of "ECLIPSE," 6-Round Contest for Purse.

(FEATHER WEIGHTS) COOKE, of "OCEAN,"

DICK CRANE, of "VENGEANCE," will contest the Best of 10 Rounds for a Purse.

(LIGHT WEIGHTS) STO. FOX, of "VENGEANCE,"

NIGGER TARRANT, of "ECLIPSE," 6-Round Contest for Purse.

Mr. J. St. CLAIR, the well known Professional has consented to act as Referee during the Evening.

If time and opportunity permit a Match will be put on between PARKER, of "OCEAN," versus TURNER, of "ALBION." TERRY ARMSTRONG, of "VENGEANCE," will also put on if suitable opponent can be found.

Hongkong, 2nd January, 1904. [69]

## Intimation.





## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.  
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"KEEMUN"	On 9th January.
GLASGOW AND LIVERPOOL	"KINTUCK"	On 14th January.
GLASGOW AND LIVERPOOL	"PINGSUEY"	On 22nd January.
GLASGOW AND LIVERPOOL	"MOYUNE"	On 28th January.
GLASGOW AND LIVERPOOL	"GLAUCUS"	On 3rd February.

S.S. "KEEMUN" left Singapore on the 4th inst., and is due here on the 9th inst.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & A'WERP	"DARDANUS"	On 9th January.
MARSEILLES, LONDON & A'WERP	"YANGTZE"	On 19th January.
LIVERPOOL	"YANGTZE"	On 19th January.
(With Transhipment at SINGAPORE)	"NESTOR"	On 2nd February.
LONDON & ANTWERP	"KEEMUN"	On 15th February.
GENOA, MARSEILLES & LONDON	"KINTUCK"	On 16th February.
LONDON & ANTWERP	"MOYUNE"	On 1st March.

S.S. "DARDANUS" left Shanghai on the morning of the 5th inst., and is due here on the 8th inst.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, NAGASAKI, KOBE and YOKOHAMA.	"PINGSUEY"	On 24th January.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 6th January, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	7th January, at 4 P.M.
NINGPO and SHANGHAI	"SHAHSING"	9th " at 4 P.M.
MANILA	"TAIYUAN"	23rd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	23rd "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 6th January, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon midships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 9th Jan., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 16th Jan., at 10 A.M.
PERLA	1980	A. H. Notley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 4th January, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	Jan. 25, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "
"INDRASAMHA"	5,197	W. E. Craven	Mar. 15, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Points. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## TOYO KISEN KAISHA

## MANILA LINE.

## REGULAR SERVICE

BETWEEN HONGKONG AND  
MANILA IN 48 HOURS.Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.  
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
ROSETTA MARU	H. S. Smith	3,876	SATURDAY, 9th January, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,869	THURSDAY, 14th January, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House  
Street.

K. MATSUDA, Acting Manager.

Hongkong, 2nd January, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.  
33 1/3 per cent.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 2nd January, 1904.

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw  
Steamer

## "KWONG CHOW"

1,474 Tons, Captain Walker, leaves HONG-  
KONG for CANTON at 8.30 P.M. on SUNDAYS,  
TUESDAYS and THURSDAYS, returning  
to Hongkong the following days leaving  
CANTON at 5 P.M. Unexcelled Accommoda-  
tion for First Class Passengers. Ship lighted  
throughout by Electricity.

Passage Fare. \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-  
kong Harbour Master's Office.

## SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.  
Hongkong, 30th May, 1903.IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER HAMBURG-AMERIKA  
LOYD.STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO  
AND YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN,"  
of the NORDDEUTSCHER LOYD,  
Captain Pesch, due here with the outward  
German Mail about THURSDAY at Noon, will  
leave for the above places about 12/24 hours  
after arrival.NORDDEUTSCHER LOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 4th January, 1904.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain J. G. Olcott, will be despatched for the  
above Ports, on FRIDAY, the 8th instant,  
at 3 P.M.For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.

Hongkong, 4th January, 1904.

FOR KOBE, NAGASAKI AND  
WLAJWOSTOCK.

THE Steamship

"STOLBERG,"

Captain Deinat, will be despatched for the  
above Ports, on SATURDAY, the 9th instant,  
at Noon.This Steamer has Superior Accommodation  
for First and Second Class Passengers and  
carries a Doctor and Stewardess.For Freight or Passage, apply to  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 2nd January, 1904.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FOR MANILA.  
THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as  
above, on SATURDAY, the 9th instant,  
at Noon.This Steamer has Superior Accommodation  
for First class Passengers, and is fitted through-  
out with Electric Light.For Freight or Passage apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 2nd January, 1904.

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.FOR AMOY, SWATOW, STRAITS  
AND RANGOON.

THE Company's Steamship

"PURNEA,"

Captain Packham, will be despatched as above  
on SATURDAY, the 9th instant, at 4 P.M.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 4th January, 1904.

"GLEN" LINE OF STEAMSHIPS.

THE Steamship

"GLENFARG,"

Captain Holman, will be despatched as above  
on SATURDAY, the 9th January, 1904.For Freight or Passage, apply to  
McGREGOR BROS. & GOW,  
Agents.

Hongkong, 17th December, 1903.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.VIA PORTS AND SURZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1903. About

"SIKH" 15th Jan.

"SAGAMI" 15th Jan.

"AFRIDI" 15th Jan.

For Freight and further information, apply  
toDODWELL & CO., LIMITED,  
Agents.

Hongkong, 2nd January, 1904.

## Shipping—Steamers.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain SAMUEL DELL SMITH.DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M.; on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.FARE—(Week Days) 1st Class (including  
cabin and servant), \$3; Return Ticket, \$5.  
2nd Class, \$1; 3rd Class, 50 cents.On Excursion Sundays, 1st, 2nd, 3rd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Ticket including Tiffin and Dinner either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.WHARF—At the Western end of Wing Lok  
Street.The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3 1/2 hours to reach  
Macao.MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 5th January, 1904.

## "SHIRE" LINE.

FOR HAVRE, LONDON, ANTWERP  
AND HAMBURG.

THE Company's Steamship

"DENBIGHSHIRE,"

Captain W. A. Evans, will be despatched for the  
above Ports on or about MONDAY, the 11th  
January, 1904, to be followed by the Steamship  
"RADNORSHIRE."Captain C. H. Burch, on or about SATUR-  
DAY, the 30th January, 1904.  
These Steamers have Superior Accommoda-  
tion for Passengers.For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 5th January, 1904.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Charbonnel, will be despatched for the  
above Ports on or about TUESDAY, the 12th  
instant.For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 5th January, 1904.

## Intimations.

THE CHINA & JAPAN TELEPHONE  
AND ELECTRIC COMPANY,  
LIMITED.

## HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement

## NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of  
more than average length.ELECTRIC SUPPLIES OF EVERY DES-  
CRIPTION IN STOCK.

INCLUDING—

## BATTERIES,

## CHEMICALS,

## ELECTRIC BELLS,

## INSULATORS,

## LIGHTNING CONDUCTORS.

## POMFRET,

## SWITCHES,

## TELEPHONES,

## WIRE, &amp;c., &amp;c.

## PRICE LISTS ON APPLICATION.

## ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kind of Electrical  
work.Trained Mechanicians sent to Out-Ports to fit  
up installations if required.

## NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &amp;c., &amp;c., Apply to

W. STUART HARRISON,  
A.M. INST. C.E.,  
Manager.

Hongkong, 2nd April, 1903.

SAVARESSE'S  
SANDAL  
CAPSULESNot made of Galing, most efficacious because  
absolutely pure Galing Oil.

Full directions. All Chemists.

Inlet on Savarasse's.

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 30th December, 1903. per 5 lbs.

## BUTCHER MEAT.

Beef sirloin &amp; prime cut—Mei Lung &amp; Co.

"Corned—Ham Ngau Yuk

"Roast—Shiu

"Beast—Ngau Lam

"Soup, Tong Yuk

"Steak—Ngau Yuk Pa

"Serjion—Ngau Lau

"Sausages—Ngau Yuk Chung

"Bullock's Brains—Know, per set

"Tongue fresh—Ngau Li

"Head—Ngau Tau

"Heart—Ngau Sum

"Hump, Salt—Ngau Kin

"Feet—Ngau Kerk

"Kidneys—Ngau Yiu

"Tail—Ngau Mei

"Liver—Ngau Con

"Tripe (undressed)—Ngau To

"Calves' Head and Feet—Ngau-chai

"Mutton Chop—Yeung Fui Kw

"Leg—Yeung Fui

"Shoulder—Yeung Shau

"Pigs' Chilling—Chi cheong

"Brains—Chi Know, per set

"Feet—Chi Kerk

"Fry—Chi Chak

"Head—Chi Sum

"Heart—Chi Sum

"Kidneys—Chi Yiu

"Liver—Chi Kon

"Pork Chop—Chi Pai Kwat

"Corned—Ham Chu Yuk

"Leg—Chu Pei

"Fat or Lard—Chu Yau

"Sheep's Head and Feet—Yeung Tau

"Keok

"Heart—Yeung Sun

"Kidneys—Yeung Yiu

"Liver—Yeung Con

"Sucking Pigs, To Order—Chu Chai

"Suet, Beef—Sang Ngau Yau

"Mutton—Sang Yeung Yau

"Veal—Ngau Chai Yuk

"Sausages—Ngau Chai Yuk Tong.

## POULTRY.

Chicken—Kai Chai

Capons, Large, Small—Sin Kai

Ducks—Pai

Doves—Pai Kan

Eggs, Hen—Kai Tai

Fowls, Canton—Kai

Hainan—Hoi Nam Kai

Geese—Ngai

Geese, Wild Shanghai—Sheung Hoi Ye

Musk Deer—Wong Keng

Hare—Tu Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

Hohow—Hohow Pak Kup

Quail—Hoi Chun

Rice Birds—Wu Fa Cheuk

Snipe—Sa Chui

Turkeys, "Rock"—Fo Kai Kung

Hen—Na

Wild Ducks, Shanghai, Sui-ap

Teal, Shanghai, Sui Ap Chai

Wild Ducks Canton—Sang Shing Shui

Apes—per pair

## FISH.

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—M



## Shipping.

**Arrivals.**  
Rosetta Maru, Jap. s.s., 2,401, Smith, 5th Jan.,  
Manila 3rd Jan., Gen.—T. K. K.  
Dunlop, Br. s.s., 2,126, White, 5th Jan.,—Wes-  
port N.Z. via Newcastle, N.S.W. 11th Dec.,  
Coals.—D. & Co., Ltd.  
Maria Valerie, Aust. s.s., 2,641, Berberovich,  
5th Jan.,—Singapore 30th Dec., Gen.—S.  
W. & Co.  
Andree Rickmers, Ger. s.s., 1,021, Köhn, 6th  
Jan.,—Bangkok 29th Dec., Rice.—A. K.  
& Co.  
Ischia, Ital. s.s., 2,784, Maganzini, 6th Jan.,  
Singapore 29th Dec., Gen.—C. & Co.  
Kiukiang, Br. s.s., 1,220, Bright, 6th Jan.,  
Chinking 1st Jan., Gen.—B. & S.  
Lycemton, Ger. s.s., 1,238, Lehmann, 6th  
Jan.,—Shanghai 3rd Jan., Gen.—S. & Co.  
Chiyeuen, Ch. s.s., 1,211, Stewart, 6th Jan.,  
Shanghai 3rd Jan., Gen.—C. M. S. N. Co.  
Wilmington, Am. mor., Harris, 6th Jan.,  
Swatow 5th Jan.  
Germania, Ger. s.s., 1,714, Bruhn, 6th  
Jan.,—Canton 5th Jan., Gen.—J. & Co.  
Tijaparas, Dut. s.s., 1,055, Zevart, 6th Jan.,  
Batavia and Macassar 15th Dec., Gen.—  
H. J. Jacob & Co.  
Tientsin, Br. s.s., 2,557, Kenrick, 6th Jan.,  
Moji 2nd Jan., Gen.—P. & O. S. N. Co.  
Arratoon Apeur, Br. s.s., 2,937, Fey, 6th Jan.,  
Calcutta 19th Dec., Penang and Singapore  
30th, Gen.—D. S. & Co., Ltd.

**Clearances at the Harbour Office.**  
Lydia, for Chinking.  
Wakamatsu Maru, for Moji.  
Nubia, for Singapore.  
Hani, for Saigai.  
Chino, for Haiphong.  
M. Rickmers, for Haiphong.  
Kinshu Maru, for Singapore.  
Wingchun, for Macao.  
Fausang, for Singapore.  
Kongnam, for Canton.

**Passengers arrived.**  
Per Ischia, from Singapore—100 Chinese.  
Per Lycemton, from Shanghai—Baron von  
Loewenstein, 3 Chinese and 2 Japanese.  
Per Rosetta Maru, from Manila—Mr. W.  
P. Putcher, Paymaster C. R. Venable, U.S.A.  
Messrs. Peynell, Messrs. J. Delsburg, F. A.  
Gantz, H. Wayman, J. F. Leigh, and 36 Chi-  
nese.  
Per Maria Valerie, from Singapore—284  
Chinese.  
Per Arratoon Apeur, from Calcutta, &c.—  
Mr. Cowdrey, Mrs. Hill, Capt. Barnardiston,  
Dr. Edwards, Mr. Keabbs, and 700 Chinese  
from Singapore.

**Passengers departed.**  
Per Ischia, for Hamburg, &c.—Messrs.  
M. S. d'Abau, M. Aland, J. L. Anderson,  
Kenneth Bayley, Victor Lock, J. Cos, G. F.  
Cherley, Miss Bullied, Messrs. J. Bunting, J. H.  
Wayne Campbell, Misses Ella du Cane, Flo-  
rence du Cane, Prince Chakrabongse mit  
Geolge, Mr. Robert Condes, Lady Curzon mit  
Geolge, Mr. Victor S. Clark, Capt. Evans mit  
Geolge, Mrs. Frizell, child and servant, Mr. and Mrs.  
Isidor Fleischman, Mr. B. H. Gainsford, Lieut.  
Gebhardt, Mr. and Mrs. Herbert Goode, Mr.  
J. Goosmann, Misses A. McGrath, Harden,  
Mr. Adolf von Hagen, Mr. and Mrs. Hawley,  
Mr. G. Henderson, Rev. and Mrs. G. L. Hendry,  
O. H. H. vell, Mr. and Mrs. J. H. Jones, Mr.  
and Mrs. M. H. Kempner, Mr. H. Knox, Mr.  
and Mrs. Littmann, Messrs. Mandell, Mr. and  
Mrs. Hans Martin, G. S. Mackenzie, Mrs. Yasu  
Matsumi, Miss Mayer, Messrs. E. Mes-  
crose, G. O. Minott, Miss Miles, Messrs. R.  
Müller, P. Müllermeister, Mrs. Lancy Neven,  
Messrs. M. Ossorio, Otto Pitz, General  
Major von Rohrscheidt, Misses Rojlesten-  
sky, Messrs. M. A. Sand, S. Santos, J. de  
Séio, Mr. and Mrs. Semena, Sub-Lieut. Seyd,  
Mr. F. Spazenberg, Mrs. G. Sommer, Mrs.  
G. Sommer, Mrs. M. Shigeno, Dr. Sugiyama,  
Minister Tobien, Mr. and Mrs. W. S. Uhlen-  
beck, Mr. Verwegen, Mrs. W. G. Vine, Mr.  
and Mrs. A. Waldeck, Miss Carrie Wasson,  
Messrs. G. Wiley, L. M. Woodward, E.  
Wookey, Mrs. Ynasa Yai, and Mrs. Tama  
Yoshida.

**Hongkong & Whampoa Dock Returns.**  
H.M.S. Leviathan, at Kowloon Dock.  
Salamander, " " " " " "  
Anhui, " " " " " "  
Loongang, " " " " " "  
Powan, " " " " " "  
Hailan, " " " " " "  
Kansu, " " " " " "  
Anigo, " " " " " "  
Triumph, " " " " " "  
Devonshire, " " " " " "  
Tamar, " " " " " "  
H.I.G.M. M. Mowse, " " " " " "  
H.M.S. Glory, " " " " " "  
Argus, " " " " " "  
U.S.A.T. Sacramento, " " " " " "  
Salamandra, " " " " " "  
Paul Beau, " " " " " "  
U.S.S. Rainbow, " " " " " "  
Pha Nang, " " " " " "  
Wahara, " " " " " "

## Vessels in Port.

**STRAMERS.**  
Alesia, Ger. s.s., 3,364, Schöndfeldt, 3rd Jan.,  
Singapore 25th Dec., Gen.—H. A. L.  
Amara, Br. s.s., 1,565, Matlock, 5th Jan.,  
Moji 31st Dec., Coal.—J. M. & Co.  
Anping, Br. s.s., 1,050, Cowan, 1st Jan.,  
Amoy 31st Dec., Ballast.—B. & S.  
Arara, Br. s.s., 2,18, Williamson, 4th Jan.,  
Manila 1st Jan., Gen.—S. T. & Co.  
Ayr, Br. s.s., 1,055, Gibson, 5th Jan.,—Moji  
31st Dec., Coal.—D. & Co., Ltd.  
Charles Tiberghien, Fr. s.s., 2,790, Roy, 25th  
Dec.,—New York via Singapore and  
Manila 13th Oct., Gen.—D. & Co., Ltd.  
China, Ger. s.s., 1,097, Kilbke, 1st Jan.,  
Saigon 27th Dec., Rice and Gen.—Yuen  
Wo.  
Chowin, Ger. s.s., 1,115, Teator, 29th Dec.,  
Bangkok 22nd Dec., Rice.—B. & S.  
Clam, Br. s.s., 2,317, Evans, 23rd Dec.,—Ballik  
Papau 11th Dec., Liquid Fuel.—Order.  
Claverburn, Br. s.s., 2,358, Parker, R.N.R., 27th  
Dec.,—New York 27th Oct., Case Oil.—  
S. O. Co.  
Empress of China, Br. s.s., 3,046, Archibald,  
R.N.R., 22nd Dec.,—Vancouver, B.C., 30th  
Nov., and Shanghai 19th Dec., Mails and  
Gen.—C. P. R. Co.  
Fausang, Br. s.s., 1,410, Mitchell, 3rd Jan.,  
Canton 2nd Jan., Gen.—J. M. & Co.  
Firth of Dornoch, Br. s.s., 1,894, Swanson, 5th  
Jan.,—Moji 30th Dec., Coal.—D. & Co., Ltd.  
Germania, Ger. s.s., 1,714, Bruhn, 6th Jan.,  
Batavia and Macassar 15th Dec., Gen.—  
H. J. Jacob & Co.  
Gloamin, Br. s.s., 2,240, I earmonth 31st Dec.,  
Penarth 14th Nov., Coals.—Admiralty.  
Gregory Apeur, Br. s.s., 2,940, Oliffent, 30th  
Dec.,—Calcutta 12th Dec., via Penang and  
Singapore 22nd Dec.,—D. S. & Co., Ltd.  
Haitan, Br. s.s., 1,182, Roach, 5th Jan.,  
Swatow 4th Jan., Gen.—D. L. & Co.  
Hans, Ger. s.s., 1,201, Weidlich, 29th Dec.,  
Port Louis and Mauritius 6th Dec., Sugar.  
—Nam Wing & Co.  
Heathdene, Br. s.s., 2,777, Melburn, 3rd Jan.,  
—Moji 29th Dec., Coal.—M. B. K.  
Holstein, Ger. s.s., 985, Hansen, 4th Jan.,  
Haiphong 2nd Jan., Rice and Gen.—J. &  
Co.  
Hongkong Maru, Jap. s.s., 3,447, Filmer, 31st  
Dec.,—San Francisco 3rd Dec., Honolulu  
10th, Yokohama 24th, Kobe 25th, Naga-  
saki 27th, and Manila 29th, Mails and Gen.—  
J. M. S. S. Co.  
Hopsang, Br. s.s., 1,359, Hay, 4th Jan.,  
—Moji 29th Dec., Coal.—J. M. & Co.  
Hsieh Ho, Ch. s.s., 1,080, Crawford, 3rd Jan.,  
—Swatow 2nd Jan., Ballast.—C. M. S. N. Co.  
Indrasamha, Br. s.s., 3,366, Craven, 24th Dec.,  
—Manila 20th Dec., Bantams and Gen.—  
Allen Cameron.  
Kolsichang, Ger. s.s., 1,229, Spiesen, 4th Jan.,  
—Bangkok 20th Dec., Rice and Gen.—M.  
& Co.  
Kowloon, Br. s.s., 1,487, Stehr, 5th Jan.,  
Canton 3rd Jan., Gen.—S. & Co.  
Laetia, Br. s.s., 1,340, Jackson, 2nd Jan.,  
Saigon 24th Dec., Rice and Meal.—Nam  
Wo & Co.  
Loongang, Br. s.s., 1,092, Weigall, 2nd Jan.,  
—Manila 30th Dec., Ballast.—J. M. & Co.  
Lynia, Ger. s.s., 1,315, Porcelaine, 5th Jan.,  
Hamburg 22nd Nov., Marine Stores.—H.  
A. L.  
Madeleine Rickmers, Ger. s.s., 1,020, Sanders,  
2nd Jan.,—Bangkok 25th Dec., Rice.—B.  
& S.  
Marie Jensen, Ger. s.s., 1,771, Bendixen, 3rd  
Jan.,—Samarang 16th Dec., Sugar.—J. &  
Co.  
Mausang, Br. s.s., 1,644, Rolfe, 25th Dec.,  
—Borneo Ports 19th Dec., Timber.—J. M. &  
Co.  
Onsang, Br. s.s., 1,871, Davies, 1st Jan.,  
Java 22nd Dec., Sugar.—J. M. & Co.  
Pasia, Br. s.s., 3,359, Elliot, 31st Dec.,  
—Passerocan (Java) 16th Dec., Sugar.—  
J. M. & Co.  
Pha Chom Khao, Ger. s.s., 1,011, Reimers, 1st  
Jan.,—Bangkok 20th Dec., and Swatow  
31st, Rice.—B. & S.  
Pha Chula Chom Khao, Ger. s.s., 1,012, Bohn,  
5th Jan.,—Bangkok 28th Dec., Rice.—B. &  
S.  
Phranang, Ger. s.s., 1,021, Mangelsdorff, 20th  
Dec.,—Bangkok 22nd Dec., Rice.—B. &  
S.  
Prins Valdemar, Dan. s.s., 3,614, Koch, 5th  
Jan.,—St. Petersburg 18th Oct., Gen.—M.  
& Co.  
Progress, Ger. s.s., 687, Bremer, 1st Jan.,  
Swatow 31st Dec., Gen.—S. & Co.  
Quarta, Ger. s.s., 1,145, Johannsen, 29th Dec.,  
Mauritius 4th Dec., Sugar.—S. W. & Co.  
Rojun Maru, Jap. s.s., 2,980, Pyne, 5th Jan.,  
Seattle 2nd Dec., Flour, Milk and Coal.—  
N. Y. K.  
Rubi, Br. s.s., 1,611, Almond, 4th Jan.,  
—Manila 2nd Jan., Gen.—S. T. & Co.  
Shing Maru, Jap. s.s., 3,002, Kakutaro, 25th  
Dec.,—Kuchinotzu 24th Dec., Coal.—M.  
B. K.  
Stolberg, Ger. s.s., 1,553, Kirchner, 31st Dec.,  
—Moji 27th Dec., Coal and Gen.—H. A. L.  
L.  
Strombus, Br. s.s., 3,028, Stock, 3rd Jan.,  
Singapore 25th Dec., Petroleum.—A. P.  
Co.  
Taitu, Ger. s.s., 1,063, Ueberfeldt, 2nd Jan.,  
—Hongay 30th Dec., Coal.—S. & Co.  
Tartar, Br. s.s., 4,425, Evans, 16th Dec.,  
—Vancouver 16th Nov., and Shanghai 13th  
Dec., Gen.—C. P. R. Co.  
Tijmah, Dut. s.s., 2,476, Juriiaanse, 3rd Jan.,  
Yokohama via Moji 29th Dec., Gen. and  
Coal.—H. C. T. Co.  
Tsurugimaru Maru, Jap. s.s., 2,559, Narasaki,  
2nd Jan.,—Kuchinotzu 27th Dec., Coal.—  
M. B. K.  
Waishua, Br. s.s., 1,117, Daniel, 2nd Jan.,  
—Belthow 1st Jan., Gen.—Chinese.  
Whampoa, Br. s.s., 1,109, Lavers, 1st Jan.,  
Canton 31st Dec., Gen.—B. & S.

## Shipping Reports.

**Str. Tienlin from Moji**—Strong N.E. gale.  
**Str. Chiyeuen from Shanghai**—Strong N.E. monsoon.  
**Str. Arratoon Apeur from Calcutta**—Strong wind and sea.  
**Str. Maria Valerie from Singapore**—Heavy monsoon from Paracels, strong gale.

## Stramers Expected.

Vessels	From	Agents	Due
Sachsen	Singapore	M. & Co.	Jan. 7
Tamba Maru	Shanghai	N. Y. K.	Jan. 7
Tijaparas	Macassar	C. J. J. L.	Jan. 7
Ningpo	Chinking	B. & S.	Jan. 7
Cheada	Singapore	B. & S.	Jan. 8
Keemun	Singapore	B. & S.	Jan. 9
Kweiyang	Japan	B. & S.	Jan. 9
China	Japan	P. M. Co.	Jan. 10
Ernest Simons	Singapore	M. & Co.	Jan. 11
Saisang	Singapore	J. M. & Co.	Jan. 11
Palina	Singapore	P. & O. Co.	Jan. 11
Emp. of India	Vancouver	C. P. R. Co.	Jan. 18
San Francisco	San Francisco	C. P. R. Co.	Jan. 19
Portland	P. & A. Co.	Jan. 19	

## Post Office.

**A Mail will close for:**  
Haiphong—Per *Heathdene*, 7th Jan., 9 A.M.  
Bangkok—Per *P. C. Kiao*, 7th Jan., 11 A.M.  
Macao—Per *Heungshan*, 7th Jan., 11 A.M.  
Shanghai—Per *Whampoa*, 7th Jan., 5 P.M.  
Kongmoon, Kumchuk and Samshui—Per  
*See Yup*, 7th Jan., 3 P.M.  
Shanghai—Per *Hsieh Ho*, 7th Jan., 3 P.M.  
Nantao—Per *Taichun*, 7th Jan., 5 P.M.  
Sanbue—Per *Hoi Fu*, 7th Jan., 5 P.M.  
Macao—Per *Wingchun*, 7th Jan., 5 P.M.  
Swatow—Per *Wingchun*, 7th Jan., 5 P.M.  
Bangkok—Per *M. Rickmers*, 8th Jan.,  
11 A.M.  
Macao—Per *Heungshan*, 8th Jan., 11 P.M.  
Straits and Calcutta—Per *Gregory Apeur*,  
8th Jan., 2 P.M.  
Kongmoon, Kumchuk and Samshui—Per  
*See Yup*, 8th Jan., 3 P.M.  
Nantao—Per *Taichun*, 8th Jan., 5 P.M.  
Sanbue—Per *Hoi Fu*, 8th Jan., 5 P.M.  
Macao—Per *Wingchun*, 8th Jan., 5 P.M.  
Manila—Per *Rubi*, 9th Jan., 9 A.M.  
Manila—Per *Loongang*, 9th Jan., 9 A.M.  
Manila—Per *Rosetta Maru*, 9th Jan., 10 A.M.  
Kobe, Nagasaki, and Vladivostok—Per  
*Stolberg*, 9th Jan., 10 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Honolulu and San Francisco—Per *Hongkong*  
*Maru*, 9th Jan., 11 A.M.  
Macao—Per *Heungshan*, 9th Jan., 11 P.M.  
Sandaikan—Per *Mausang*, 9th Jan., 2 P.M.  
Ningpo and Shanghai—Per *Shuohsing*, 9th  
Jan., 3 P.M.  
Amoy, Swatow, Straits and Rangoon—Per  
*Purnea*, 9th Jan., 3 P.M.  
Kongmoon, Kumchuk and Samshui—Per  
*See Yup*, 9th Jan., 3 P.M.  
Nantao—Per *Taichun*, 9th Jan., 5 P.M.  
Sanbue—Per *Hoi Fu*, 9th Jan., 5 P.M.  
Macao—Per *Wingchun*, 9th Jan., 5 P.M.  
Europe, 8 P.M., India, via Tuticorin—Per  
*Amara*, 12th Jan., 11 A.M.  
Singapore, Penang and Bombay—Per *Ischia*,  
12th Jan., 11 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria, B.C. and Seattle—Per *Rijun Maru*,  
12th Jan., 3 P.M.  
Port Darwin, Thursday Island, Cooktown,  
Cairns, Townsville, Brisbane, Sydney and  
Melbourne—Per *Australia*, 13th Jan., 10 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria and Vancouver, B.C.—Per *Empress*  
*China*, 13th Jan., 11 A.M.  
Keelung, Moji, Kobe, Yokohama, Victoria,  
B.C. and Tacoma—Per *Lyra*, 15th Jan.,  
11 A.M.  
Manila—Per *Zafra*, 16th Jan., 9 A.M.

## VISITORS AT THE HOTELS.

**KING EDWARD.**  
Bell, Mr. D. W. Reynell, Mrs.  
Cook, Mr. & Mrs. Hugo Sanders, Alan  
Fleishman, Mr. & Mrs. Stephens, Mr. & Mrs.  
H. J. D.  
Hawley, Mr. and Mrs. Stirling, Mrs. Yates  
Geo. T.  
Hawley, Mr. and Mrs. Stirling, Miss Margaret  
Geo. T.  
Hick, W. M.  
Hollingsworth, A. H.  
Lundboler, Capt. B.  
Lyons, Ed.  
Minott, J. O.  
Muelle, Ed. (Consul for  
Peru)  
Ossorio, M.  
Rauble, U.S.N., Geo. R.  
Paymas, E.  
Rose, Mr. and Mrs. T. Vaughan, H. S.  
Wallace, Mrs. H.  
Semenza, Mr. and Mrs. Wokecey, E.  
E. A.

## OCCIDENTAL.

Akeburst, C. A.  
Burdett, Mr. F. D.  
Chandler, L. F.  
Dickinson, Mr. and  
Mrs. J.  
Gerard, Capt. J. C.  
Gibson, Dr.  
Kevt, Dr. F.  
Liddell, Mr. and Mrs.  
Lopez, Amaro  
Lundor, J. H.  
North, H. S.  
Pettar, Lieut. T.  
Prittwitz, A. V.  
Rehwaldt, Capt.  
Rienappel, R.  
Schuttschneider, Mr.  
Schlechtweg, Gustav  
Schlichty, Mrs. & child  
Stapelfeldt, M.  
Stephens, H.  
Walters, S.  
Wierthmann, Paul  
Wilkinson, R.

## HONGKONG.

Abrens, M. S. de  
Anderson, Mr.  
Barrett, H.  
Bastmon, Mrs. R.  
Black, Mr. and Mrs.  
Bleht, T. B.  
Boggan, Mr. & Mrs. R.  
Bonner, E. A.  
Bonhwick, Mrs. R. W.  
Brooks, G. T.  
Brown, W. S.  
Buck, Hart  
Burger, Dr.  
Clark, W. G.  
Colson, F. S.  
Coulson, C. H.  
Cowden, Mrs. A. R.  
Davies, Mrs. J. T.  
Denson, F. B.  
Dean, G.  
Delbourgo, E.  
Douglas, Capt. & Mrs. J.  
Dowling, J. C.  
Ellis, Mr. and Mrs. A.  
Emerson, A.  
Fisher, H. G.  
Glover, C.  
Grant, A. W.  
Hall, Capt. T.  
Hammer, W. T.  
Hammer, Thos. A.  
Haughton, W. B.  
Hayton, J. T.  
Hill, Mr. and Mrs.  
Hooper, Mr. and Mrs.  
Iccely, Rev. J.  
Jackson, H. T.  
Jaffe, D.  
Janson, O.  
Joseph, Mr. and Mrs.  
Katsch, E. A.  
Kempfer, E.  
Lambert, J. C.  
Leggatt, E. A.  
Lewis, A. R.  
Lewis, J. H.  
Macgowan, R. J.  
MacKie, G.  
Marriott, Dr. O.

## CONNAUGHT.

Bain, J. W.  
Bell, J. F.  
Blair, D. B.  
Boyd, W. B.  
Campbell, R. E., Capt.  
Mrs. H.  
Chrisie, Mrs. & Mr. D.  
Cronin, John  
Donald, W. H.  
Dunford, W. B.  
Dulot, Mme.  
Eyre, Mr. and Mrs. H.  
Fernandes, J.  
Ferreira, R. G.  
Gillette, Mr. & Mrs. H.  
Goetschel, L.  
Hayter, L.  
Heckford, R. G.  
Helm, E. B.  
Hills, L. D.

## PEAK.

Allison, C.  
Bayley, Kenneth  
Beattie, A.  
Beattie, J. M.  
Bensen, Major & Mrs.  
Bolagovsky, Mr. and  
Mrs. C. de, maid  
and child  
Bunny, Miss  
Bunney, Miss  
Brabazon, R. A.  
Brown, Col. L. F.  
Chapman, Mr. & Mrs.  
Chichester, Major and  
Mrs. A. A.  
Corker, F. W.  
Cooke, Miss  
Cooke, Miss H.  
Deane, Miss  
Ferreir, Col. & Mrs.  
Foot, R.N., Capt. and  
Mrs. J. S.  
French, Major G. A.  
Fullerton, Mr. and Mrs.  
Gade, Mrs. A. M.  
Grant, R.N., Eng. Lieut.  
A. K.  
Hamilton, J. G.  
Harding, R.  
Holborow, Mr.  
Hardy, R.N., Comman-  
der and Mrs.

## CRAIGIEBURN.

Austen, Dr. and Mrs. T. Powell, Mr. and Mrs.  
Ben, Mrs.  
Crafter, R. H.  
Dann, G. H.  
Duff, J. S.  
Fallon, C. H.  
Gaskill, Mr. and Mrs.  
Harvey, Lieut. and Mrs.  
Mrs. J. S.  
Helms, W.  
Condy, Mr. C. and  
children  
Grego, Mr.  
Gibson, J. S.  
Hough, Dr.  
Howk, A.  
Jacobs, M.  
Marshall, F. M.  
Marshall, Miss G.  
Marshall, A. F.  
McCarthy, Mr.

## KOWLOON.

Billborough, Mr. & Mrs.  
Bolton, Fritz  
Brehmer, Mr.  
Dell, Robert V.  
Evans, E. J.  
Harrison, W. B.  
Holt, Miss H.  
Hudson, Mrs.  
Kennedy, Mrs.  
Kimball, Miss  
McNeely, J. D.  
Merleker, Lieut.  
Ritchie, Mr. and Mr.  
and child  
Shaffer, Thos.  
Williams, Capt.

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
<b>BANKS.</b>			
Hongkong and Shanghai Banking Corporation	\$ 125	Div. of £1.10/- @ 1/8=\$18 for half-year ending 30.6.1903	\$550
National Bank of China, Ltd.	\$ 25	1 1/4 = \$1.96 for 1902	\$21 b.
Do. Founders	\$ 25	None	\$10
<b>MARINE INSURANCES.</b>			
Union In. Society of Cton, Ltd.	\$ 100	32 per cent=\$32 per share for 1902	\$100 s.
China Traders' In. Co., Ltd.	\$ 25	16 % = \$1 for year ended 30.4.1903	\$36 s.
North China In. Co., Ltd.	\$ 25	10 % = \$5 per share for 1902	\$18 s.
Yangtze In. Association, Ltd.	\$ 60	20 % = \$12 for 1901	\$135
Antion In. Office, Ltd.	\$ 50	30 % = \$15 per share for 1902	\$175
<b>FIRE INSURANCES.</b>			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901	\$110 s.
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$92 1/2 s.
<b>SHIPPING.</b>			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$14 for half-year ending 30.6.1903	\$14 s. & s.
Indo-China S. N. Co., Ltd.	\$ 10	5 % = 10/- for year ending 30.6.1903	\$73 1/2 s.
China & Manila S.S. Co., Ltd.	\$ 50	10 % = \$5 per share for 1902	\$18 s.
Douglas Steamship Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903	\$30
"Star" Ferry Co., Ltd.	\$ 10	\$1.20 = 12% for year ending 30.6.1903	\$30 s.
Co., Ltd.	\$ 1	60 cts. = 30% for year ending 30.6.1903	\$19
Taku Tug & Lighter Co., Ltd.	\$ 50	3rd Interim of 6d. for 1902	\$1 2/6 b.
Shanghai Tug & Lighter Co., Ltd.	\$ 50	Interim of 2 1/2 % for 1903	Tls. 36
Do. Preference	\$ 50	Interim of 4 % = Tls. 2.00	Tls. 50 s.
Do. Preference	\$ 50	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 s.
<b>REFINERIES.</b>			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1903	\$103 b.
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10
Perak Sugar Cultivation Co., Ltd.	\$ 50	5 % = Tls. 2 1/2 for year ending 30.9.03	Tls. 55
<b>MINING.</b>			
Punjom Mining Co., Ltd.	\$ 11	None	\$1
Société Française des Charbonnages du Tonkin	Fr. 150	Fin. of Frs. 30 making Frs. 60 for 1902	\$600 s.
Ruby Australian Gold Mining Co., Ltd.	\$ 10, 18.10.	No. 12 of 1/- per share 28.1.01	\$7 s.
Chinese Engineering & Mining Co., Ltd.	\$ 1	No. 2 of 1/- per share 26.10.03	Tls. 6 b.
<b>DOCKS, WHARVES AND GODOWNS.</b>			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12 % = \$6 for 1st year 30.6.03	\$208 s.
S. C. Farnham, Boyd & Co., Ltd.	\$ 100	Interim of Tls. 5 for 1st year ending 31.12.1903	Tls. 122 b.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of \$1 1/2 for 1903	\$96 s.
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$2 1/2 for 1902	\$38 s.
Shanghai & Hongkong Wharf & Godown Co., Ltd.	\$ 100	Interim of Tls. 5 for 1903	Tls. 215 s.
<b>LANDS, HOTELS AND BUILDINGS.</b>			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8 % = 80 cts per share for 1902	\$80 s.
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$155 b.
Kloof Land & Building Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$35 b.
West Point Building Co., Ltd.	\$ 50	Interim of \$1 1/2 for 1903	\$32 b.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for first 1st year 1903	\$148 s.
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	2 1/2 % for year ending 30.6.03	\$28
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6 % for year ending 31.3.03	Tls. 13 1/2
Humphreys-Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$11 s.
Shai Land Investment Co., Ltd.	\$ 50	Interim of 6 % for 1903	Tls. 104 1/2 s.
<b>COTTON MILLS.</b>			
Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd.	\$ 10	{ Final of 60 cents, making \$1 for } 1902/1903	\$151 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	\$ 50	8 % for period ended 31.10.1903	Tls. 33 s.
International Cotton Manuf. Co., Ltd.	Tls. 75	Interim of 3 % on account of 1898	Tls. 25 b.
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4 % on acct. of 1898	Tls. 40 s.
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4 % for period ended 31.12.00	Tls. 170
<b>CIGAR AND TOBACCO COMPANIES.</b>			



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R. G. HECKFORD,  
MANAGER.

January 5th.